ABSTRACT OF THE DISCLOSRUE

Let's compare rigid rockers #7 and#8, to the crank assembly of United States Patent # 6,250,263 and United States patent # 5133306, Fig 8. USP#5133306, Fig 8 clearly exhibits three crank shafts, two auxiliary crank shafts located on either side of the main output crankshaft. Neither crank shaft is interchangeable, and are much heavier than the rigid rockers. The engine shown is a two cylinder engine which houses four pistons, this means that four rigid rockers would be required to replace the two auxiliary cranks which would significantly impact the cost of this engine, the weight, and should increase the life of the engine. The overall friction would decrease tremendously, since the rigid rockers Fig 1, 7 &8 and of my invention do not rotate. They actuate to and fro approximately 45° each direction causing a 360° rotation of the main crank shaft.